



# NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

## MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Executive Director's Report for the January 20, 2010 Meeting

DATE: January 7, 2010

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### 1. VISUAL IMPACT OF RETAINING WALLS NEAR DONNER SUMMIT

At the November 18, 2009 NCTC meeting, Alternate Commissioner Ted Owens asked Caltrans Project Manager Doug Lange if anything was going to be done to soften the visual impact of recently constructed retaining walls near Donner Summit. Following the meeting I contacted Doug and was directed to Mike Bartlett, the Project Manager for the I-80 projects. Mr. Bartlett indicated that funding for additional items such as visual impact comes from contingency funds for the project and he would have to wait until spring 2010 to determine if there would be sufficient funding available to address this matter. Mr. Bartlett also noted that there are several areas where trees or landscaping could provide relief from views of the wall. He asked if there was a specific location of concern or if there were multiple locations, he would like a list prioritizing the areas for improvements. Staff has contacted Supervisor Owens to get a response to this question and will continue the correspondence with Mr. Bartlett.

### 2. TRIENNIAL PERFORMANCE AUDIT UPDATE

As noted in the NCTC November 18, 2009 agenda packet, Moore and Associates is the firm contracted to complete the Triennial Performance Audits of NCTC and Nevada County Operators for FY 2006/07-2008/09. Site visits of NCTC and each of the operators were conducted on November 30 and December 1<sup>st</sup>. The consultant had received a great deal of electronic data from each of the agencies prior to the visits that allowed them to accurately target the interviews and minimize interruption. Moore and Associates staff is analyzing data and responses to interview questions to determine compliance and assess the performance of NCTC and transit operators. Draft versions of the NCTC and operator audit reports are being crafted and will be circulated for staff review and comment prior to distribution to the Commission.

### 3. NEVADA COUNTY PEDESTRIAN MASTER PLAN

At the November NCTC meeting, staff presented an amendment to the 2009/10 Overall Work Program to accurately reflect the awarded planning grant amount of \$65,000 to hire a consultant to develop the Nevada County Pedestrian Master Plan. The Commission expressed the desire to have NCTC staff budget funding for each of the jurisdiction's Public Works Departments to assist the consultant in inventorying the existing pedestrian infrastructure needs. In response NCTC staff

developed and reviewed a proposal with the Technical Advisory Committee (TAC) that identified the amount of funding and hours that would be needed by staff from the jurisdictions to complete the inventory. The TAC members indicated that the hours and funding amounts appeared adequate for the jurisdictions to complete the inventory and participate in the study process. However, upon further discussion, TAC members indicated that they would like to work with NCTC staff to determine if additional tasks could be included for the consultant to complete within the amount of grant funds budgeted. In response, NCTC staff agreed to work with the TAC to review if the tasks could be included in the scope of work. Once it has been determined if the additional items can be included, staff will revise the Request for Proposals (RFP) and proposed project schedule and present these items along with the proposal for funding jurisdiction staff time to the Commission at their March 17<sup>th</sup> meeting.

#### 4. AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) STATUS REPORT

All of the jurisdictions have submitted the required final project authorization packages to Caltrans by the December 15, 2009 deadline and remain on the schedule indicated in the attached spreadsheet.

On December 16, 2009 the House of Representatives passed a year-end plan to create jobs called “Jobs for Main Street Act” that includes a mixing of approximately \$50 billion for public works projects and almost another \$50 billion for cash-strapped local governments. The bill proposes a second stimulus of \$27.5 billion for highways and \$8.4 billion for transit. In addition, the bill will extend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) through September 30, 2010. The Senate will not act on this bill until January 2010 at the earliest and at that time will most likely introduce their version of the bill.

#### 5. IDENTIFICATION OF FUTURE PROJECTS ON THE SR 49 CORRIDOR

During the discussion at the November NCTC meeting, the Commission gave the following directions related to future projects on the SR 49 Corridor:

- Consider future projects in relationship to the Corridor System Management Plan (CSMP) priorities and potential time constraints.
- Consider viability of constructing projects within the existing CSMP boundaries under the priorities established in the CSMP.
- Consider expansion of the project scope of the current SR 49/La Barr Meadows Road project and identify the cost of expanding the project.
- Identify options for prioritizing cost savings on the SR 49/La Barr Meadows project, if they are realized.
- Bring a proposal from Caltrans to the March 2010 NCTC meeting regarding expansion of the SR 49 Corridor boundaries. In relation to this potential boundary change, ensure that the boundary change is separated from use of potential cost savings from the SR 49/La Barr Meadows project.

On December 14, 2009, I met with the SR 49 Stakeholders Committee. This group consists of representatives from Caltrans, the California Highway Patrol, Citizens for Highway 49 Safety, Nevada County Public Works Department, and Commissioner Ed Scofield. The Committee recognized that

while technical feasibility of extending the frontage road on the west side of SR 49 to the main entrance of Ponderosa Pines Mobile Home Park would be relatively straight forward, there are significant hurdles to including an extension of the frontage road as part of the existing construction project.

The Committee discussed the process for identifying additional projects within the Corridor. It was noted that in Priority #2 of the CSMP, there are some small projects in the \$200,000 to \$300,000 range that might be combined into a single minor project (i.e. less than \$1 million total). These projects could potentially be included in the Caltrans Minor A funding program. However, it was also noted that the Minor A program has been severely reduced due to the state budget crisis. Rick Montre from Caltrans District 3 Traffic Operations Division committed to working on Project Initiation Documents (PID) and working with another Caltrans Division to prepare preliminary cost estimates by the March 17<sup>th</sup> NCTC meeting for these Minor A projects. A PID is required to establish a State Highway System project as a viable candidate for Federal, State, regional, and local funds. Without completion of a PID, most capital projects would be ineligible for programming, which is the commitment of funds. A PID establishes a well defined purpose and need statement for a project and the approach that will be taken to meet or reduce transportation deficiencies. The PID must have a proposed scope of work tied to a reliable cost estimate and schedule. Any major work on the state highway system requires an approved PID.

It was noted by the Committee that there is a second group of projects contained in the CSMP Priority #2 list that could be combined into a STIP-type project. Rick Helman from Caltrans District 3 Planning Division shared that his office is develop a listing of STIP PIDs that will be prepared during the next three years. Caltrans District 3 will include PIDs for projects in the CSMP on this list. Mr. Helman will report back with Caltrans Headquarters response to the projects submitted for inclusion in their three-year work plan.

In summary, the Committee felt that it was important to work on multiple fronts rather than just identifying a single project and moving it forward. Therefore, staff is working with Caltrans to prepare information related to small projects that could be funded with Caltrans Minor A funds and larger STIP-type projects that will take a longer period of time to complete. Staff's goal is to report at the March NCTC meeting as to the resources needed to develop the PIDs for these projects and their preliminary construction cost estimates.

#### CTC Policy on Potential Cost Savings from CMIA Projects

On December 10, 2009, the California Transportation Commission (CTC) adopted a policy related to cost savings on projects constructed with Proposition 1B Corridor Mobility Improvement Account (CMIA) funds. The Commission emphasized that the use of CMIA bond funds will be limited to the cost of construction, and that bond funds will not be utilized to cover project cost increases. The adopted policy provides that when costs to award a construction contract are lower than the total sum of allocated funds, the remaining bond funds may be reallocated from the project in the following manner:

- Ten percent of the project's bond savings will be held in a CMIA program reserve and will be available to the CTC to contribute to funding potential construction cost increases necessary to complete the project the savings were taken from. Upon project close out, the remaining bond funds will be available for reprogramming by the CTC.

- Project bond savings, beyond those reserved for potential construction cost increases will be available for programming by the CTC for additional or enhanced benefits consistent with the statutory intent of the CMIA program.

It was reiterated that in order to include a project in the CMIA program, the CTC must find that it "improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment".

The Proposition 1B bond act also mandates that the inclusion of a project in the CMIA program be based on a demonstration that the project can commence construction no later than December 31, 2012. Based on those requirements, the CTC will consider proposals to program projects nominated and considered during the original CMIA process that were not programmed as part of the 2007 CMIA adopted program of projects, or projects which will enhance benefits of already programmed CMIA projects.

The CTC expects that bond funding contributions for these additional projects will be limited to the cost of construction, and that the projects will have full funding commitment through project completion. The CTC also intends to program project savings consistent with the north/south provisions of the original CMIA program. This means that sixty percent of the project savings will be utilized for projects in southern California and forty percent in northern California. The CTC plans to address cost savings from CMIA projects already delivered based on submissions that will be received by February 1, 2010. Project submissions on, or after, February 2, 2010 will be evaluated on an on-going first-come-first-served basis.

6. STATUS OF BOND FUNDING FOR THE SR 49/LA BARR MEADOWS ROAD PROJECT

Caltrans has requested that the CTC allocate Proposition 1B bond and STIP funds for the SR 49/La Barr Meadows Road project at its January 13<sup>th</sup> meeting. Assuming this allocation is approved, the project will be going to construction in the early summer of 2010. Based on this request to allocate funds, Winder Bajwa has requested that the Project Engineer for the SR 49/La Barr Meadows Road project prepare a schedule of activities to get it through the bidding process and into construction. This schedule will be reported to the NCTC at its March 17<sup>th</sup> meeting.

7. EXECUTIVE DIRECTOR'S REVIEW OF 2009 ACTIVITIES AND OBJECTIVES FOR 2010

Attached for the Commissioner's review is the Executive Director's review of 2009 activities and objectives for 2010.

attachments

American Recovery and Reinvestment Act (ARRA) Project Status Report

Jurisdiction	Project Location	Project Limits	Improvement Type	Total ARRA Funding	ARRA Project Delivery Status
County of Nevada	La Barr Meadows Road	Grass Valley city limits to Dog Bar Road	Paved shoulders, related improvements, and asphalt overlay	\$650,000	The County of Nevada has submitted the Project Authorization request for construction funding and is awaiting approval from the Federal Highway Administration (FHWA). Once approved, the County intends to put the contract out to bid in January 2010 and construction to occur during the 2010 construction season (May through October).
County of Nevada	Magnolia Road	Lake of the Pines entrance eastwards past Bear River High School	Construct center turn lane and related roadway improvements	\$588,317	The County of Nevada has submitted the Project Authorization request for construction funding and is awaiting approval from FHWA. Once approved, the County intends to put the contract out to bid in January 2010 and construction to occur during the 2010 construction season (May through October).
County of Nevada	Eastern Overlay	Glenshire/Hirschdale Roads	Asphalt overlay and striping	\$250,000	The County of Nevada has received Project Authorization to fund the construction of this project and opened bids for this project on August 11, 2009 and awarded to Sierra Nevada Construction on September 8, 2009. The work associated with this project has been completed. .
County of Nevada	Western Overlay	Pleasant Valley Road - 1.4 miles, Ridge Road - 1.0 miles, Tyler Foote Road - 2.1 miles	Asphalt overlay, pavement markers and striping	\$900,000	The County of Nevada has received Project Authorization to fund the construction of this project and will be opening the bids for this project in January 2010. After a contractor is selected, the construction of this project will begin in spring of 2010.
County of Nevada	Penn Valley Drive	Western Gateway Park to Pleasant Valley Road/Highway 20 intersection	Construct paved (separated) Class I Bike Path	\$237,434	The County of Nevada has submitted the Project Authorization request for construction funding and is awaiting approval from the FHWA. Once approved, the County intends to put the contract out to bid in January 2010 and construction to occur during the 2010 construction season (May through October).
			TOTAL OF ARRA FUNDS	\$2,625,751	
Jurisdiction	Project Location	Project Limits	Improvement Type	Total ARRA Funding	ARRA Project Delivery Status
City of Grass Valley	South Auburn Street	S. Auburn St. from Hwy. 20/49 to E. Main St. and Hwy 20/49 to Empire Street (approximately)	Pavement reconstruction and overlay and drainage repair/replacement	\$506,555	The City of Grass Valley has submitted the Project Authorization request for construction funding and is awaiting approval from the FHWA. Once approved, the City intends to put the project out to bid in late January or early February and finalize a contract that will allow for the project to begin as soon as temperatures allow next spring (March/April 2010).
			TOTAL OF ARRA FUNDS	\$506,555	
Jurisdiction	Project Location	Project Limits	Improvement Type	Total ARRA Funding	ARRA Project Delivery Status
City of Nevada City	Broad Street	Union Street to Commercial Street	Replace AC Pavement	\$120,438	The City of Nevada City has received Project Authorization to fund the construction component of the project and intends to put the project out to bid in early winter with the expectation of starting the project in spring of 2010.
			TOTAL OF ARRA FUNDS	\$120,438	
Jurisdiction	Project Location	Project Limits	Improvement Type	Total ARRA Funding	ARRA Project Delivery Status
Town of Truckee	Town of Truckee	Truckee River Legacy Trail Phase 3A - Class I Bike Path from River View Sports Park to the historic overlook, west of the Tahoe Truckee Sanitation Agency	Construct paved (separated) bikeway	\$633,342	The Town of Truckee has submitted the Project Authorization request for construction funding and is awaiting approval from the FHWA. Once approved, the Town of Truckee anticipates putting the project out to bid in January and to award a contract for the summer construction season.
			TOTAL OF ARRA FUNDS	\$633,342	
			COLUMN TOTALS	\$3,886,086	

TABLE 10: SR 49 CSMP KEY PROGRAMMED AND PLANNED CAPITAL PROJECTS								
PROGRAMMED PROJECTS <sup>1</sup>								
County	Route/ Roadway	From	To	Project Description	Programmed Funds	Additional Funding Needed	Total Cost Estimate (X \$1,000)	Latest Completion Year
HIGHWAYS								
NEV	SR 49	Timberline Dr.	Lode Line Way	Widen SR 49 at La Barr Meadows	CMIA & 2006 STIP	\$0.0	\$40,500	2012
PLANNED PROJECTS <sup>1</sup>								
County	Route/ Roadway	From	To	Project Description/Priority <sup>3</sup>		Total Cost Estimate (X \$1,000)	Latest Completion Year <sup>2</sup>	
HIGHWAYS								
PLA	SR 49	Nevada St.	Dry Creek Rd.	Widen SR 49 (portions already completed).		\$3,500	2020	
NEV	SR 49	Phased Projects: 1-8 <sup>3</sup>						
		North of Wolf/ Combie Rds.	South of Wolf Creek Bridge	Priority 1: Extend NB passing lane. Note: SHOPP Minor A project funding approved by CTC April 16, 2009.			\$1,000	2010
		Various locations		Priority 2: Construct turn lanes, median refuge areas, and frontage roads at various locations including, but not limited to, the following locations:			Varies	Various
			Cerrito Rd.	Construct NB right turn lane with sight-distance wedge, and re- stripe median as a TWLTL to south of intersection.				
			Ladybird Dr.	Construct SB right turn lane and NB left turn lane.				
			Carriage Rd.	Construct NB right turn lane and sight-distance wedge; eliminate existing Clivus Rd. connection and connect Clivus Rd. to Carriage Rd. intersection.				
			Brewer Rd.	Construct NB right turn lane and median refuge area.				
		Travertine Court	Auburn Rd.	Construct frontage roads and intersection improvements.				
		Round Valley Rd	Quail Creek Rd.					
		Alta Sierra Dr.	Pingree Rd.					
		Wellswood Way	Christian Life Way					
			Smith Rd.	Construct intersection improvements.				
		South of Cornette Way	Christian Life Way	Priority 3: Widen to 5 lanes; connect Wellswood to proposed inter- section on north near church.			\$39,000	2020

<sup>1</sup> “Programmed” projects are included in the SACOG MTIP 2009/12, or in the State Highways Operation and Protection Program (SHOPP); “Planned” projects are included in the SACOG MTP 2035, Nevada County 2005 RTP, Ten-Year SHOPP Plan, or the NEV Project Delivery Phasing Plan.

<sup>2</sup> Completion year may be sooner than 2030 if additional funding sources become available.

<sup>3</sup> Priority only identified for projects included in the SR 49 Delivery Phasing Plan. Cost-Benefit analysis results vary with Phasing Plan priorities. Priorities can be changed to meet funding availability.



TABLE 10: SR 49 CSMP KEY PROGRAMMED AND PLANNED CAPITAL PROJECTS (CONTINUED)								
PLANNED PROJECTS <sup>1</sup>								
County	Route/ Roadway	From	To	Project Description/Priority <sup>3</sup>	Total Cost Estimate (X \$1,000)	Latest Completion Year <sup>2</sup>		
HIGHWAYS								
NEV	SR 49	Christian Life Way	McKnight Way Over X-ing	<b>Priority 4:</b> Widen to 5 lanes; at intersection near Crestview, limit turns to right only on east side to avoid traffic signal installation.	\$38,000	2025		
		South side of Alta Sierra	South of Kenwood Drive	<b>Priority 5:</b> Second SB through lane with median and shoulder widening; leave Pingree as T-inters., connect Ponderosa to Pingree; connect Lady Jane Rd. to Little Valley Rd. intersection.	\$31,500	2030		
		North of Lime Kiln Rd.	South of Alta Sierra Drive	<b>Priority 6:</b> Widen to 5 lanes; connect Auburn further south as T-intersection, leave Pekolee as T-intersection; combine Round Valley and Quail Creek intersections.	\$42,000	2030		
		South of Lime Kiln Rd.	North of Cherry Creek Rd.	<b>Priority 7:</b> Lengthen two SB lanes; eliminate southerly connection and improve northerly connection with Cherry Creek Rd..	\$13,500	2030		
		Cameo Drive	Holcomb/ Cherry Creek Rd.	<b>Priority 8:</b> Complete widening to 5 lanes, eliminate Cameo Dr. intersection.	\$76,000	2030		
		<b>Phased Projects: Alternative 3-lane<sup>3</sup></b>						
		Wolf/Combie Rds.	South of La Barr Meadows near Lime Kiln Rd.	<b>Alternative:</b> Widen existing 2-lane portion of segment to 3-lanes. Interim project, may need to be altered to complete ultimate 5-lane facility. NOT RECOMMENDED	\$44,500	2030		
		<b>Other Non Phased Projects:</b>						
		Crestview Dr.	SR 49	Construct Interchange and east/west connector road (Allison Ranch Road) at Crestview Dr. Intersection.	\$55,000	UNKNOWN		
		Wolf-Combie Rds.	SR 49	Widen Wolf-Combie Rd. intersection at SR 49, 2nd SB left turn lane to Combie, extend right turn lane.	\$2,345	2027		
McKnight Way	SR 49	Construct dual roundabouts and striping.	\$5,500	2027				
PARALLEL AND CONNECTOR ROADWAYS								
PLA	I-80	Bell Av.	I-80	Construct improvements to Bell Rd./I-80 Interchange in Auburn.	\$3,000	2020		
NEV	SR 174		Race St.	Improve curve and channelize at Race St..	\$1,000	TBD		
TRANSIT								
NEV				Grass Valley Transit Transfer Center.	\$2,100	TBD		

<sup>1</sup> “Programmed” projects are included in the SACOG *MTIP 2009/12*, or in the State Highways Operation and Protection Program (SHOPP); “Planned” projects are included in the SACOG *MTP 2035*, *Nevada County 2005 RTP*, Ten-Year SHOPP Plan, or the NEV Project Delivery Phasing Plan.

<sup>2</sup> Completion year may be sooner than 2030 if additional funding sources become available.

<sup>3</sup> Priority only identified for projects included in the SR 49 Delivery Phasing Plan. Cost-Benefit analysis results vary with Phasing Plan priorities. Priorities can be changed to meet funding availability.

## Executive Director's Review of 2009 Activities and Objectives for 2010

**GOAL:** Provide effective planning, communication, and coordination with the citizens and decision makers of Grass Valley, Nevada City, Nevada County, Truckee, and Caltrans to identify needs, propose solutions, and assist in implementing projects to create a balanced regional transportation system, while protecting the rural qualities and historic character of Nevada County.

### OBJECTIVES:

#### 1. STIP Projects:

- A. **2009:** Dorsey Drive Interchange: Work with Caltrans and Grass Valley to identify and achieve critical path items to reach R/W Certification by August 2009. Monitor Federal reauthorization and State budget processes for funding opportunities. Develop a strategy for 2010 STIP funding.

*Right-of-Way (R/W) certification was not completed by August 2009 due to ongoing negotiations with property owners. NCTC is scheduled to adopt the FY09/10 RTIP on January 20, 2010.*

**2010:** Work with Caltrans and Grass Valley to complete R/W certification by September 2010. Monitor Federal and State legislative and budget processes for funding opportunities.

- B. **2009:** SR 49 Signalization and Widening at La Barr Meadows Road: Work with Caltrans and CTC to complete R/W certification and to stay on schedule for construction in Fiscal Year 09/10. Monitor State budget process to insure that funding commitment is maintained.

*R/W certification was completed and project is ready for construction. State funding commitment has been maintained and the CTC is scheduled to allocate construction funding on January 13, 2010.*

**2010:** Coordinate with Caltrans to achieve critical path items leading to timely completion of construction and accepting contract as complete by June 2012. The project schedule calls for 265 working days for construction with 20 working days per month. Approximate working days: 2010: 80-100 days; 2011: 120 days; 2012: 45-65 days.

- C. **2009:** SR 89 - UPRR Undercrossing (Mousehole): Work with Caltrans and the Town of Truckee to complete the feasibility study for a tunnel alternative and to identify and achieve critical path items to reach PA/ED by October 2010.

*Based on results of the Geotechnical Feasibility Study and availability of funds, the Town has decided to pursue a pedestrian and bike tunnel. The Hazardous Waste field investigation has been completed. Caltrans and Town staff presented the preliminary design to the Union Pacific Railroad. The Town's consultant, HDR, met with UPRR regarding their concerns with the proposed construction method.*

**2010:** Continue coordination to achieve release of the draft environmental document in July 2010 and complete the PA/ED by December 2010.

#### 2. Planning & Administration Projects:

##### A. **2009 RTMF Administration:**

1. Develop RTMF Strategic Plan to identify long term planning goals and objectives for implementation of the RTMF Program.
2. Annual inflation adjustment.
3. Annual audit.
4. Prepare annual RTMF report.
5. Review and update Five-Year TIP.

*Due to the economic downturn, there was no change in implementation plans and no inflation adjustment. Annual audit and reports were completed. No changes were made to the Five-Year TIP.*

**2010:** Continue RTMF administration activities listed above.



**B. 2009 Congestion Mitigation and Air Quality (CMAQ)**

1. Update project selection process: February 2009.
2. Call for Projects: March 2009.
3. Project Selection: May 2009.

*A multi-year project selection process was approved by NCTC. The 2009 call for projects was issued and projects were selected by NCTC. Staff monitored progress of local jurisdictions implementation of CMAQ projects*

**2010:** Continue to monitor implementation of projects and coordinate the administration of the FSTIP process with Caltrans to insure that funding deadlines are met. Work with the Technical Advisory Committee (TAC) to develop substitute projects, if needed.

**C. 2009 Eastern Nevada County Transit Development Plan Update:** *Plan completed and accepted by NCTC.*

**2010:** Complete the update of Western Nevada County Transit Development Plan and Americans with Disabilities Act Plan update.

**D. 2009 Update NCTC traffic model to facilitate completion of Air Quality data for CARB:** *Model update completed and data provided to the California Air Resources Board.*

**2010:** Identify and complete any model improvements related to recommendations from the 2010 Regional Transportation Plan Guidelines after adoption by CTC.

**E. 2009 Review and update RTP Policy Element:** *Update of the RTP Policy Element was postponed pending adoption of the 2010 Regional Transportation Plan Guidelines by CTC.*

**2010:** Complete Regional Transportation Plan Update.

**F. 2009 Participate with Caltrans in completing SR 49 Corridor System Management Plan:** *Corridor System Management Plan was completed and accepted by NCTC.*

**2010:** Monitor implementation of the Corridor System Management Plan, identify projects for future construction, and complete Project Initiation Documents (PIDs).

**G. 2009 Assist Nevada City with Draft PSR for Gold Flat Interchange – Zion/Ridge Corridor:** *A Roundabout Feasibility Study was completed by Kittelson and Associates.*

**2010:** Continue coordination with Nevada City and Caltrans.

**H. 2009 NCTC Agenda Materials: Deliver to Commissioners ten days prior to meeting date.**

**2010:** Continue this objective.

**I. 2009 Fiscal Compliance Audits:** *Audits have been completed.*

**2010:** Circulate RFP for 2009/10 audits to consulting auditors, select audit firm, and complete audits.

**J. 2009 Triennial Performance Audits:** *RFP distributed and audit firm selected. Performance audits are underway.*

**2010:** Complete Triennial Performance Audits by June 2010.

**K. 2009 Develop 2009/10 Overall Work Program (OWP):** *2009/10 OWP adopted by NCTC.*

**2010:** Develop 2010/11 OWP.

L. **2009 NCTC Newsletter:** *Newsletter published March 2009, June 2009, September 2009, and December 2009.*

**2010:** Publish NCTC Newsletter March 2010, June 2010, September 2010, and December 2010.

M. **2009 Financial Program Administration (TDA, RTMF, RSTP): Monthly Reports.** *Reports completed.*

**2010:** Continue to prepare monthly financial reports.

N. **2009 Update NCTC Website:** *Website update completed.*

**2010:** Maintain Website.

O. **2010:** Complete preparation of the Nevada County Pedestrian Master Plan. Coordinate and monitor funding for local jurisdiction staff participation.

P. **2010:** Monitor implementation of ARRA projects.